

**SAN BERNARDINO COUNTY
INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

Project Label:

APN: 0234-011-14

APPLICANT: The Alter Group Ltd.

PROPOSAL: Conditional Use Permit to establish an industrial
Building to be used as a warehouse and distribution
facility not to exceed 592,000 sq. ft., including 18,000
s.f. office space on 26 acres.

COMMUNITY: Fontana/2nd Supervisorial District

LOCATION: Calabash Ave. and San Bernardino Ave. South West
Corner

JCS/INDX: 12650CF1/W136-95/2004/CUP01

STAFF: J. P. McGuckian, AICP

REP('S): Hogle-Ireland

USGS QUAD: Fontana & Guasti (1981- 7.5 minute)

T, R, SECTION: T1S, R6W, Sec.22, NE ¼

THOMAS BROS.: page 604 Grid: A-6 [2003 ed.]

PLANNING AREA: City of Fontana Sphere

OLUD: IR Regional Industrial

IMPROVEMENT LEVEL: IL-1

PROJECT CONTACT INFORMATION:

Lead agency name and address:

San Bernardino County Land Use Services Department, Current Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, CA 92415-0182

Contact person and phone number: John P. McGuckian, AICP Phone: (909) 387-4115 Fax: (909) 387-4301

Project Sponsor's Name/Address: Mike Richardson - The Alter Group 5500 West Howard Street Skokie, IL 60077

Project Location: The project site is located in an unincorporated area of San Bernardino County between the cities of Fontana and Rancho Cucamonga at 9774 Calabash Avenue, San Bernardino County, California. The site is bounded on the north by San Bernardino Avenue, on the east by Calabash Avenue, on the south by industrial land, and on the west by the Mulberry Avenue. right- of way and drainage channel. Figure 1 shows the regional location of the site. Figure 2 shows the project site and vicinity. Figure 3 is an aerial photograph that shows the existing uses on-site. The proposed site plan follows on Figures 4 and 5. The project site is located in the County's San Seivaine Redevelopment Area.

The Alter Group is requesting approval of a Conditional Use Permit with a parking variance in order to develop a maximum 592,000 square foot industrial warehouse building with 18,000 sq.ft. of office space on an approximately 26-acre site. The variance is requested to allow reduced parking for the warehouse and distribution facility square footage that is in excess of 40,000 sq. ft. This request is consistent with the standard imposed on all the industrial buildings in the adjacent Kaiser Commerce Specific Plan Area. Additional project data is provided in Table 1.

The project site is currently owned by California Steel Industries (CSI) and there are two tenants occupying the site. One tenant uses approximately 3/4 of the site for maintenance and storage of heavy construction equipment. The second tenant uses approximately 1/4 of the site to store construction material including steel products. Prior to grading and construction of the proposed Calabash II Industrial Facility, the site will be vacated by the two tenants. Adjacent to the site is a 7.24 acre detention basin located in the southwest corner developed by CSI to detain stormwater from their facility north of the project site. This basin will remain operational to be used and maintained by CSI for their operations and it is not a part of the proposed project.

Table 1
Calabash Industrial Facility Project Summary

Gross Site Area	1318554 square feet (30.27 acres)
Net Site Area	1132454 square feet (26.00 acres)
Proposed Building Size	591,550 square feet/592,000 max.
Office Space	18,000 square feet
Warehouse Space	574,000 square feet max.
Proposed Parking	Proposed/Required¹
Office	90/90
Warehouse	184/574
Building Height	40 feet (height of parapet)

1. The applicant has requested a parking variance for employee parking based on a revision to the parking requirements in the adjacent Kaiser Commerce Center Specific Plan area. It has previously been demonstrated that parking for large industrial warehouse buildings can be significantly reduced. The parking calculations in the Kaiser Commerce Center Specific Plan are 1 space per 200 square feet of office space and 1 space per 1,000 square feet of warehouse space for the first 40,000 square feet and 1 space per 4,000 square feet thereafter. The proposed project complies with that standard.

Purpose and Need For The Project: The Alter Group is proposing the distribution/warehouse facilities in order to meet the need in southern California to provide facilities to move goods from the point of import to markets through the southwestern United States.

PROJECT IMPLEMENTATION: The proposed project will require approval of a Conditional Use Permit with a Major Variance for parking. Construction would be completed in one phase and is projected to begin in 2005, and last for 8 months. Occupancy with additional tenant improvements is anticipated to be during 2006.

OTHER AGENCY PERMITS REQUIRED: Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement) are as follows:

Federal: None

State of California: Regional Water Quality Control Board, Fish and Game;

- California Department of Fish and Game – Streambed Alteration Agreement for discharge into the Mulberry Drainage Channel.
- Santa Ana Regional Water Quality Control Board – Review of the Applicant’s Storm Water Pollution Prevention Plan and issuance of the Waste Discharger’s ID number.

County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire.

- County of San Bernardino Flood Control District – Review of the Applicant’s Storm Water Pollution Prevention Plan and Water Quality Management Plan.

Local: City of Fontana (Water and Sewer).

- City of Fontana – Connection to the City of Fontana Sewer System through a Preannexation Agreement.

ENVIRONMENTAL/EXISTING SITE CONDITIONS: The project site is currently occupied and will be vacated prior to construction. It is an operating industrial site and has very little native vegetation.

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT	IL
SITE	CSI – Steel mfg	FT/IR	IL-1
North	CSI – Steel mfg.	FT/IR	IL-1
South	Warehouse Distribution	FT/IR	IL-1
East	Industrial/Residential	FT/IR and FT/IC	IL-1
West	Kaiser Landfill (Closed)/Ind.	FT/IR	IL-1

County Development Code References for the above land uses are summarized as follows:

FT/IR – Fontana Planning Area/Regional Industrial

FT/IC – Fontana Planning Area/Community Industrial

IL-1 Infrastructure Improvement Level – Area One” – Levels range from 1 to 5 and are tied to the required availability of basic infrastructure required for development (roads, Street lights, and type of water/wastewater facilities). IL-1 represents the most intense urban areas. Existing and planned infrastructure must be in place at levels consistent with the IL-1 areas, prior to occupancy of the proposed use.

Evaluation Format

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

Fig 1 Regional Location Map

Fig 2 Vicinity Map

Fig 3 Aerial Map

Fig 4 Site Plan

Fig 5 CUP Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature (prepared by) John P. McGuckian, AICP - Planner III

Date 3/23/2005

Signature Julie M. Rynerson, AICP, Division Chief –Current Planning Division
For Land Use Services Director

Date 3/23/2005

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION (check ___if project is located within the viewshed of any Scenic Route listed in the General Plan):

- I a) The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed development of the site. The project site is currently owned by California Steel Inc., and leased to two firms that use the site for maintenance and storage of heavy equipment and construction materials. The replacement of a 26-acre industrial storage site with a 26-acre distribution/warehouse facility including a 592,000 warehouse building approximately 40 feet tall and related truck and trailer parking will actually improve the aesthetic view of the site as it will reduce and screen the view of unsightly outdoor storage. The other properties in the vicinity are developed with industrial uses and this use would be similar to other uses of properties in the vicinity.
- I b) The proposed project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, because the site is not adjacent to a state scenic highway and there are no trees, rock outcroppings, or historic building on the project site. No scenic resources occupy the project site.
- I c) The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings, because the project is consistent with the existing visual character of the area and will incorporate landscaping and provide screening walls landscaping for exterior mechanical equipment, loading and storage areas. The proposed project would add an industrial building in an area that is currently being developed with similar uses and structures. A similar building has been approved and constructed immediately south of the project site. The proposed project would be in keeping with the type of use allowed in the area. Therefore no substantial degradation of the existing visual character would occur.
- I d) The proposed project will increase the amount of light or glare in the vicinity since the site is currently used for maintenance and storage of construction equipment and materials. The introduction of a new 592,000 square foot building with associated trailer parking and nighttime lighting may result in adverse impacts to the local community southeast of the project site. However, as a condition of project approval, the applicant will be required to submit a lighting plan to minimize glare and spillover past the property boundary.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. Required mitigation measures are:

Sign Lighting. All signs proposed by this project may only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or by an alternating lighting system that changes no more than once per hour. The glare from the luminous source shall not exceed one-half (0.5) foot-candle at property line. [Mitigation Measure I - d1]

Lights Lighting sources shall be shielded, diffused, or indirect in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries. Shields provided for security lights shall be painted to match the surface to which the fixture is attached. Exterior lights shall be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure. The height and shielding of lighting standards shall provide proper lighting without hazard to drivers or nuisance to residents, and the design of lighting standards shall be of a type appropriate to the development. [Mitigation Measure I – d2]

Implementation of these conditions will ensure that project impacts to aesthetics are less than significant and no additional mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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II. AGRICULTURE RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

SUBSTANTIATION (check __ if project is located in the Important Farmlands Overlay):

- II a) The subject property is not identified or designated by the state Department of Conservation as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. There are no agricultural uses on the site currently. The project site has not been used for agricultural production in approximately 40 years (since 1966).
- II b) The subject property is not designated and the proposed use does not conflict with any agricultural land use or Williamson Act land conservation contract.
- II c) The subject property is designated and the proposed use does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Prime Farmland, to a non-agricultural use.

Therefore, no impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION (discuss conformity with the South Coast Air Quality Management Plan, if applicable):

- III a) Development of the project may conflict with or obstruct implementation of the applicable air quality plan, as identified in the study titled *Air Quality Analysis for the Calabash Industrial Building* (prepared by the Lilburn Corporation, in November, 2004). The development of the industrial building may increase traffic and therefore, there may be a reciprocal increase in mobile source emissions. Air quality impacts associated with development of the site and mobile emissions in the vicinity will be discussed in the EIR as it relates to the South Coast Air Quality Management District's Air Quality Management Plan and achievement of Federally mandated goals.
- III b) Development of the project may conflict with and/or obstruct implementation of the applicable air quality plan as identified in the study titled *Air Quality Analysis for the Calabash Industrial Building* (prepared by the Lilburn Corporation, in November, 2004). The development of the industrial building may increase traffic and therefore, there may be a reciprocal increase in mobile source emissions. Air quality impacts associated with development of the site and mobile emissions in the vicinity will be discussed in the EIR as it relates to the South Coast Air Quality Management District's Air Quality Management Plan and achievement of Federally mandated goals. A dust control plan will be required as mitigation measure to regulate construction activities that could create wind blown dust. Construction painting activities will be restricted as a mitigation measure and additional design considerations are required where applicable to further reduce impacts.
- III c) Development of the project may result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The technical air quality analysis prepared by Lilburn Corporation, in November, 2004 titled *Air Quality Analysis for the Calabash Industrial Building* indicates that air pollutant emissions from the project will exceed thresholds for significance established by the South Coast Air Quality Management District. Thus, the project may result in a cumulatively considerable net increase of a criteria pollutant for which the South Coast Air Basin is in non--attainment under an applicable federal or state ambient air quality standards. Project-related air pollutant emissions and related health effects will be discussed in an environmental impact report to be prepared for the proposed project.

- III d) The project may not expose sensitive receptors to substantial pollutant concentrations, because there are no identified concentrations of substantial pollutants, however the project is located within 500 feet of an established residential neighborhood, a sensitive receptor. The Project site exists within an industrial zoned area. Industrial and residential land uses are located east of the site. Additionally, Kaiser Landfill (closed) is located west of the site.
- III e) The project may create odors affecting a substantial number of people, because there is no currently identified tenant for this speculative building. The proposed project is a distribution warehouse facility, however future tenants could be manufacturing products. Tenant occupants will be required to comply with County performance standards regarding odors.

Possible significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts. The following mitigation measures have been established to reduce impacts as much as possible and will be required as conditions of project approval. Additional mitigation may be proposed by the EIR and some impacts may remain above a level significance. The required mitigation measures are:

Air Quality - Energy Conservation Site Design. The developer shall incorporate where feasible the following design and operational elements to the satisfaction of County Planning:

- Provide for the use of alternative energy resources (e.g. passive lighting, heating, ventilation and cooling)
- Provide on-site employee services (e.g. cafeterias childcare, postal machines, automated teller, etc.)
- Provide on-site sidewalks and bicycle paths and participate in off-site pedestrian/bicycle trails to promote employee commuting to work by either walking or bicycling Provide bicycle racks, storage facilities, showers and lockers to support bicycle or pedestrian travel mode.
- Provide on-site or off-site bus turnouts, passenger benches or shelters to promote mass transit use.
- Health Risk Assessment shall be prepared for any subsequent development that proposes land uses that contain sensitive receptors (per SCAQMD) to demonstrate that a significant health risk will not be posed.
- All new and modified stationary sources of emissions shall be subject to SCAQMD Regulation XIII, New Source Review. Through the implementation of these rules, new and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. [Mitigation Measure III b-1]

Air Quality - Fugitive Dust Mitigation. Prior to the issuance of grading permits, the developer shall submit to the satisfaction of both County Planning and County Building and Safety, a Dust Control Plan (DCP) consistent with SCAQMD guidelines. The purpose of this plan is to minimize the amount of fugitive dust generated during construction operations both on-site and off-site. The DCP shall be referenced on the grading plan and in all contracts with construction contractors and subcontractors. The developer is responsible to implement the DCP to the satisfaction of both County Planning and County Building and Safety. Such activities shall include:

- Exposed piles of soil with 5 percent or greater silt content shall be either covered, kept moist through watering (twice daily minimum). Storage piles that are to be left in place for more than three working days shall either be covered with plastic, revegetated or sprayed with a non-toxic soil binder per specifications.
- Water spraying shall be used during grading operations to control fugitive dust.
- Apply water three times daily or apply non-toxic soil stabilizers to all unpaved parking or staging areas and any unpaved road surfaces. Tires of vehicles shall be washed before the vehicle leaves the project site to enter a paved road.
- Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.
- Streets shall be swept with a street sweeper/washer at the end of the day if visible soil material is carried onto adjacent public paved roads, preferably with sweepers using reclaimed water.
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard between top of the load and the top of the trailer as specified by CVC Section 23114.
- Traffic speeds on all unpaved on-site roads shall be 15 miles per hour (mph) or less.
- During high wind conditions (wind speeds exceeding 25 mph) areas with disturbed soil shall be watered hourly.

- Suspend all excavation and grading operations when wind speeds exceed 25 mph.
- Monitor particulate emissions according to SCAQMD procedures.
- Implement SCAQMD fugitive dust palliation strategies.
- Hydroseed all inactive disturbed construction areas (graded areas inactive for ten days or more) with a grass mixture timed with winter rains or apply a degradable soil binding additive to the surface of the soil as an interim erosion control measure until favorable rain conditions prevail. [Mitigation Measure III b-2]

Air Quality – Contractor Agreement. Prior to issuance of grading permits, the developer shall submit written verification to the satisfaction of County Planning that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements.

➤ During construction. Each contractor and subcontractor shall implement the following, whenever feasible:

- All appropriate SCAQMD regulations including 402, 403, 1113 and 1403.
 - The approved Dust Control Plan (DCP) submitted with the Grading Plans.
 - Suspend use of all construction equipment operations during second stage smog alerts. [For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).]
 - Suspend all excavating and grading operations when wind speeds exceed 25 mph.
 - Provide temporary traffic control (e.g. flag person), during all phases of construction.
 - Provide on-site food service for construction workers.
 - Construction Vehicle Requirements :1) Prohibit truck idling in excess of 10 minutes and turn off all engines when not in use, 2)Apply 4-6 degree injection timing retard to diesel IC engines3) Use reformulated low-sulfur diesel fuel in equipment 4) Use low-NOx engines, alternative fuels and electrification. 5) Substitute electric and gasoline-powered equipment for diesel-powered equipment. 6)Use catalytic converters on gasoline-powered equipment, 7) Minimize concurrent use of equipment through equipment phasing 8) wash truck wheels before trucks leave construction site and 9)All trucks hauling materials off-site shall be covered.
 - Provide documentation prior to beginning construction demonstrating that the project proponents will comply with all SCAQMD regulations including 402, 403, 1113 and 1403.
 - Suspend use of all construction equipment operations during second stage smog alerts. For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).
 - Suspend all excavating/grading operations when wind speeds (instantaneous gusts) exceed 25 mph.
 - Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas that are inactive for ten days or more).
 - Enclose, cover, water twice daily or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, and dirt) with 5% or greater silt content.
 - All trucks hauling materials off-site shall be covered. CVC Sec. 23114.
 - On paved roads a) Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved road (water sweepers with reclaimed water) and at the conclusion of construction.
 - Install adequate storm water control systems to prevent mud deposition onto paved areas.
 - All construction equipment shall be maintained in good operating condition to reduce operational emissions
 - Sweep public streets at the conclusion of construction work.
 - Install adequate storm water control systems to prevent mud deposition onto paved areas;
 - Apply non-toxic soil stabilizers or water as needed to keep the following areas damp:
 - 1) all unpaved parking, road and staging areas (three times daily).
 - 2) Finished graded surfaces once every two hours.
 - 3) Unpaved roads traveled by construction vehicles (autos and trucks) – 2 times per hour.
- [Mitigation Measure III b-3]

- Coating Application Requirements. To minimize the quantity of Reactive Organic Gases (ROG) produced from architectural coating application, the contractor shall:
 - (1) not use architectural coatings with ROG content greater than 100 g/l,
 - (2) use High-Volume, Low Pressure (HVLP) spray guns to apply materials,
 - (3) not exceed the significance threshold for daily volume of ROG Architectural coating [i.e. 75 lbs./day]
 - (4) not exceed the significance threshold for daily volume for the combined ROG, of architectural coatings and asphalt paving [i.e. 75 lbs./day]. [Mitigation Measure III b-4]
- Alternate Transportation Facilities. Prior to the issuance of building permit, the developer shall submit to County Planning a gasoline vehicle mileage reduction plan through the inclusion of onsite childcare, bus stops, car pool incentives, facilities for alternate fuel vehicles, bicycles, motorcycles, etc. The developer proponent shall:
 - (1) construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with Omnitrans;
 - (2) construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks;
 - (3) construct on-site pedestrian improvements, as (e.g. sidewalks and pathways) that do not exceed 8.33% grade. These pathways shall have curb cuts for the handicap and provide a safe continuous pedestrian circulation system from all public streets and parking lots to all building entries.
 - (4) There shall also be a continuous path of travel between each of the buildings and between the buildings and the street. [Mitigation Measure III b-5]
- Trip Reduction. Consistent with SCAQMD Rule 2202, any businesses on site employing more than 250 permanent employees will establish a program to encourage reduction in vehicle emissions associated with employee vehicle trips. A copy of the plan shall be submitted to County Planning for review. [Mitigation Measure III b-6]
- TDM Program. Companies employing 100 or more persons are required at the time of occupancy, shall implement a Transportation Demand Management (TDM) program. The TDM program shall be reviewed and modified over the life of the project to take advantage of new opportunities, such as the expanding regional rail system. Potential measures may include:
 - (1) a central ridesharing office under direction of a Transportation Coordinator to provide one-stop commute service;
 - (2) personalized rideshare matching;
 - (3) employer-operated or employee-owned vanpool service;
 - (4) guaranteed ride home;
 - (5) preferential parking locations for carpools and vanpools;
 - (6) on-site sale of transit passes and distribution of schedule information;
 - (7) safe and secure bicycle storage areas;
 - (8) coordination with Omnitrans to further enhance service to the site;
 - (9) promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and
 - (10) adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes. [Mitigation Measure III b-7]

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ☐):

IV a) This project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, because the project site is a previously graded and fully developed lot that has no such biological resources identified on the site. In addition, a biological resources survey was conducted and findings were incorporated into a report entitled *Biological Reconnaissance Survey Calabash Industrial Facility in Unincorporated San Bernardino County, California*, prepared by Chambers Group, Inc., May 2004. The survey was conducted in March 2004 and included a site visit to characterize existing conditions and record plant and wildlife observations.

Vegetation – The project site currently consists of parking lots and paved storage areas with disturbed vegetation dominating the area. The disturbed areas on the site that did support vegetation were occupied by non-native weedy species, including ambrosia (*Ambrosia acanthicarpa*), black mustard (*Brassica nigra*), brome (*Bromus madritendis*), red-stemmed filaree (*Erodium cicutarium*), Mediterranean schismus (*Schismus barbatus*), and horseweed (*Conyza canadensis*).

The California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California were consulted to identify any special status plants that could be encountered on the project site. Nine sensitive plant species were identified and four of the nine are listed as federal and/or state-listed endangered or threatened species. Biologists have concluded that due to the disturbed nature of the site, that there was an absence of suitable habitat and that none of the sensitive plant species have the potential to occur on site.

Wildlife – A literature search for the project site was conducted including querying the CNDDDB for sensitive wildlife species. Biologists concluded that nine sensitive wildlife species have the potential to occur in the vicinity of the project site. These are federal and/or state listed as endangered or threatened, or are Species of Concern. Of the nine sensitive species evaluated for their potential occurrence on the project site, one has a moderate potential to occur; the California horned lark (*Eremophila alpestris actia*). However, there are no known CNDDDB occurrences within the vicinity of the project site. There is limited suitable habitat and therefore a low potential for five of these species to occur on the project site. These are the San Diego horned lizard (*Phrynosoma coronatum blainvillei*), ringneck snake (*Diadophis punctatus*), white-tailed kite (nesting) (*Elanus leucurus*), and Cooper's hawk (nesting) (*Accipiter cooperii*), and burrowing owl (burrow sites) (*Athene cunicularia*). None of the species are federally or state listed species. There were no observations or sign of any of the nine sensitive wildlife species on the project site.

Three species are considered to be absent from the project site. Species absent from the site include the San Bernardino kangaroo rat (*Dipodomys merriami parvus*), Stephen's kangaroo rat (*Dipodomys stephensi*), and the Coastal California gnatcatcher (*Poliophtila californica californica*). There is a limited potential for these to occur on site.

- IV b) This project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service because the project site is a previously graded and partially developed lot that has no such biological resources riparian habitat or sensitive natural community identified on site. Criteria for any jurisdictional waters or wetlands were not met on the project site in accordance with the Army Corps of Engineers (Corps) and California Department of Fish and Game (CDFG) indicators. These indicators include presence on a USGS topographic map, or presence in the field of definable channels and/or wetland vegetation, soils, hydrology, or wetlands habitat. Field methods used are set forth in the Corps' Wetland Delineation Manual (1987) and CDFG jurisdictional criteria.
- IV c) This project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland, as stated above in (b).
- IV d) This project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, because there are no such corridors or nursery sites within or near the project site. The project site is highly disturbed and the perimeter is fenced, preventing wildlife species from moving across the site.
- IV e) This project will not conflict with any local policies or ordinances protecting biological resources, as the site has been previously disturbed and there are no identified biological resources that are subject to such regulation. Development of the proposed project will not conflict with the County's policies for preservation of plant or wildlife species because the site is highly disturbed and is not occupied with such species.

- IV f) This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Significant Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Cultural ___ or Paleontologic ___ Resources overlays or cite results of cultural resource review):

- V a) This project will not cause a substantial adverse change in the significance of a historical resource, because there are no such resources identified on the site. There are three large butler-type buildings on-site utilized for the storage of construction equipment and supplies that have been there for less than 20 years. Previously, the site was used as a parking lot and prior to 1966, the site was used for agriculture. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- V b) This project will not cause a substantial adverse change to an archaeological resource, because there are no such resources identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction. No known resources have been identified on the project site.
- V c) This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project which requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- V d) This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burials grounds are identified on this project site. If any human remains are discovered, during construction of this project, the developer is required to contact the County Coroner, County Museum for determination of appropriate mitigation measures and a Native American representative, if the remains are determined to be of Native American origin.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required. As a precautionary measure to further reduce any potential for impacts, the following requirement will apply:

Archaeological, Paleontological and Historical Resources. If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find and all work shall halt until clearance is received. If the remains are determined to be of Native American origin, the local Native American representative shall be notified.
[Mitigation Measure V a-d].

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Significant Impact
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist -Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 181-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check __ if project is located in the Geologic Hazards Overlay District):

A geotechnical engineering investigation entitled *Geotechnical Engineering Investigation, Proposed Calabash II Industrial Development, Southwest Corner of Calabash Avenue and San Bernardino Avenue, Fontana California*, was prepared by NorCal Engineering, May 2004. The results of the investigation are summarized herein.

VI a) (i-iv) The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving; i) rupture of a known earthquake fault, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site. There are no known active or potentially active faults on site or in the immediate vicinity trending toward the site. The site is not located within an Alquist Priolo Special Studies Zone and the potential for damage to occur due to direct fault rupture is considered remote. However, being located in the southern California region, the site is within an area of high regional seismicity and there is the potential for a maximum credible earthquake of 7.0 to occur in the region. The Cucamonga fault zone is located approximately 6.5 miles northwest of the project site. An earthquake on this or other nearby faults could result in strong ground shaking. The project will be reviewed and approved by County Building and Safety with appropriate seismic standards.

Liquefaction can occur during a seismic event when loose, granular soils are located near or below the groundwater table. Geologists investigating the site found that the depth to groundwater was in excess of 200 feet in the vicinity. Therefore, there is a very low potential for liquefaction to occur. Landslides are not likely to occur on site because the topography of the site is relatively level.

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- VI b) The project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped. Erosion control plans will be required to be submitted, approved and implemented. Site soils consist of fill soil classified as fine to medium grained silty sand on top of native soils classified as fine to coarse grained silty to gravelly sand. During grading and construction as soil is disturbed by removal of buildings, stored equipment and material, and vegetation, or remains exposed to the elements as construction is occurring, there is a potential for wind or water erosion to occur.

Measures to reduce and control erosion of soil during construction and long term operation are required by SCAQMD through its Rule 403 for control of fugitive dust, the Santa Ana Regional Water Quality Control Board (RWQCB) under its administration of the State's General Construction Permit, and the County of San Bernardino Public Works Department through its Storm Water Management Program. These measures are included in Section III Air Quality, and Section VIII Hydrology and Water Quality. Implementation of requirements under SCAQMD Rule 403 for control of fugitive dust would reduce or eliminate the potential for soil erosion due to wind. Implementation of Best Management Practices (BMPs) that would be included in the applicant's Storm Water Pollution Prevention Plan (SWPPP), would reduce soil erosion due to storm water or water associated with construction. Implementation of BMPs during operation as set forth in the applicant's Water Quality Management Plan (WQMP) would ensure that soil erosion associated with storm water on-site during operation would be mitigated.

- VI c) The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse. Where a potential for these is identified a geology report is required to be reviewed and approved by the County Building and Safety Geologist, who will require implementation of appropriate mitigation measures, if any are required .

The geotechnical investigation concluded that the project could be developed with adherence to standard grading and building practices. The site and vicinity are relatively flat so that landslides would not occur. Subsidence due to earthwork operations (overexcavation and recompaction of soils) would be minimal and as stated previously, liquefaction is not likely to occur due to the depth to groundwater. There was no indication in the geotechnical investigation that lateral spreading was likely to occur on site. Finally, with proper site work and foundation design as set forth in the geotechnical investigation, collapse is highly unlikely to occur. Differential settlement is anticipated to be less than 1/4 inch.

- VI d) The project site is not located in an area which has been identified by the County Building and Safety Geologist as having the potential for expansive soils, as determined by a required soils report. Borings conducted during the geotechnical investigation showed that the site consisted of gravelly sand and silty sand, two granular soils that are not expansive. The proposed project will not be developed on expansive soil.

- VI e) The project will be served by sewers by connection to the local sewer system from the City of Fontana. No other septic tank or alternative waste water disposal system is proposed.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS —				
Will the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- VII a) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because no use approved on the site is anticipated to be involved in such activities. If such uses are proposed on-site in the future, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. The proposed project is a distribution warehouse facility that will be used by a future tenant to store goods that will be delivered and distributed via truck/trailer. At this time there is no tenant so the actual goods to be delivered, warehoused, and subsequently shipped out is not known. However, for the purpose of this analysis it is assumed that the warehouse will be used for typical consumer goods that could range from furniture and appliances to food and dry goods. If the future tenant proposes such uses on-site they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, at a minimum.

- VII b) The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VII c) The project uses will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, because the project does not propose the use of hazardous materials and all existing and proposed schools are more than one-quarter mile away from the project site.

As shown in Figure 2, the project site is surrounded by industrial uses with the exception of a residential neighborhood located approximately 500 feet southeast of the southeast corner of the project site. The proposed project is a distribution warehouse facility that will be used by a future tenant to store goods and supplies that will be delivered and distributed via truck/trailer. At this time there is no tenant so the actual goods to be delivered, warehoused, and subsequently shipped out is not known. However, for the purpose of this analysis it is assumed that the warehouse will be used for typical consumer goods that could range from furniture and appliances to food and dry goods. If the future tenant proposes such uses on-site they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and possibly other agencies.

- VII d) The project site is not included on a list of hazardous materials sites. A Phase I Environmental Site Assessment was conducted for the project site that showed that prior to 1966, the site was used for agricultural production. Between approximately 1966 and 1978, the site was used as a parking lot. Later, in the mid 1980s, the site was purchased by CSI and leased to a tenant who has used approximately ¼ of the site for storage of scrap metal and as a parking lot. The other ¾ of the site have been used since 1996 for maintenance and storage of heavy construction equipment as previously described in the Project Summary. The project site has not been designated as a hazardous materials site by the state Department of Toxic Substances Control.
- VII e) The project site is not within the vicinity or approach/departure flight path of a public airport. The project site is not located within two miles of an airport and is not located in an airport land use plan. The nearest airport is the Ontario International Airport which is located approximately five miles southwest of the site.
- VII f) The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VII g) The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions. The future tenants of the facility will be required to prepare and implement a Business Emergency Response Plan that identifies emergency procedures to be used, maps of the building and tenant improvements, who is responsible for implementation of the plan and who should be called in case of an emergency, and any other information required by the County Fire Agency. In addition, the site plan submitted with the application for a Conditional Use Permit must show how employees, visitors, and drivers access the site. The site plan must be reviewed and approved by the County Fire Agency to ensure that emergency access is adequate for their vehicles to maneuver onto and around the site. Therefore, the proposed project will not impair or otherwise physically interfere with an adopted emergency response plan or evacuation plan.
- VII h) The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because there are no wildlands adjacent to this site. The project site is in an urban area and is not located in or adjacent to wildlands or near the wildlands/urban interface. Therefore, people and infrastructure will not be exposed to wildland fires.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
VIII. HYDROLOGY AND WATER QUALITY — Will the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level, which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- VIII a) The project will not violate any water quality standards or waste discharge requirements, because the project will be served by established water and wastewater purveyors that are subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.

- VIII b) The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project site is located in an industrial area that is developed with a variety of urban uses. The area is not utilized for groundwater recharge. The applicant will connect to the local water system, so no wells will be developed to serve the site.
- VIII c) The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan. Portions of the site are currently developed with storage yards on top of asphalt, concrete or gravel paving, or are occupied by buildings. Other areas of the site remain in a vegetated condition (see Figure 2). The site will be graded to accommodate the new warehouse building, loading docks, and parking lots. This grading will alter the existing drainage patterns but grading will be done in accordance with an approved grading plan that includes allowances for proper site drainage.
- VIII d) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river. County Public Works has reviewed the proposed project drainage and all necessary drainage improvements both on and off site will be required as conditions of the construction of the project. The site previously was utilized as a detention basin for the CSI project to the north. This original detention basin has been abandoned and replaced by a new basin along the west property line. The site plan shows the development of a detention basin along the westerly property boundary adjacent to the Mulberry Creek drainage channel. Stormwater runoff from the site will be detained in this detention basin and ultimately be released downstream into the Mulberry drainage channel. This will require the applicant to enter into a Streambed Alteration Agreement with the California Department of Fish and Game under Section 1600 of the Fish and Game Code.
- VIII e) The project will not create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, because County Public Works has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. All necessary drainage improvements both on and off site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- VIII f) – The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures will be required. Water quality associated with the development of the site is related to runoff and the amount of pollutants that could enter the storm drain system. Because the project will disturb more than one acre during grading, the applicant will be required to comply with the National Pollutant Discharge Elimination System (NPDES) to minimize water pollution. To qualify for coverage under the state General Construction Permit under the NPDES, the applicant must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that will identify Best Management Practices (BMPs) that will be used during construction to ensure that stormwater is controlled during construction. BMPs may include but are not limited to management of sediment control (use of sandbags, stockpile management), material delivery and storage, and spill control.

During operation of the site, after construction is completed, the tenant must implement a Water Quality Management Plan (WQMP) in accordance with the County's Stormwater Program. The WQMP must identify all pollutants that are expected or could potentially be generated by the proposed land use, and identify implementation methods (BMPs) for controlling or eliminating their introduction into the stormdrain system. These may include a combination of site design, source control, and/or treatment control BMPs to fully address all listed pollutants.

As part of the conditions of approval placed on the project, the applicant will be required to submit a Storm Water Pollution Prevention Plan (SWPPP) and obtain a Notice of Intent (NOI) to comply with the National Pollutant Discharge Elimination Permit (NPDES) General Construction Storm Water Permit from the State Water Resources Board, prior to grading and prior to issuance of building permits, must submit a Water Quality Management Plan showing how water quality will be maintained during project operation.

- VIII g) The project will not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project is an industrial project and has been reviewed by County Public Works. The project site is located in Zone D – undertermined per FEMA Map # 06071C8634F, Panel 8634 dated March 8, 1996. The project will not place unprotected housing within a 100-year flood hazard area because the project does not including housing.
- VIII h) The project will not place within a 100-year flood hazard area structures which will impede or redirect flood flows, because the site is not located within a 100-year flood hazard area and any area identified as being potentially affected by a 100-year storm the structures will be subject to a flood hazard review and will be required to be elevated a minimum of one foot above the base flood elevation.
- VIII i) The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, because the project site is not within any identified path of a potential inundation flow that might result in the event of a dam or levee failure or that might occur from a river, stream, lake or sheet flow situation.
- VIII j) The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
IX. LAND USE AND PLANNING — Will the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- IX a) The project will not physically divide an established community, because the project is a logical and orderly extension of the planned industrial land uses and development that are established within the surrounding area.
- IX b) The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. The project will comply with all hazard protection, resource preservation and landuse modifying Overlay District regulations. The project site is designaged as FT/IR (City of Fontana Sphere of Influence Planning Area /Regional Industrial) and the proposed use is consistent with that designation.
- IX c) The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because the County of San Bernardino has not adopted the Multispecies Habitat Conservation Plan and there is no other natural community conservation plan that covers the area or within the area surrounding the project site. No habitat conservation lands are required to be purchase as mitigation for the proposed project.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Significant Impact
X.MINERAL RESOURCES — Will the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check ___ if project is located within the Mineral Resource Zone Overlay):

- X a) The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site and the site is not within a Mineral Resource Zone Overlay.
- X b) The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because there are no identified locally important mineral resources on the project site. The underlying soils in the area could be recovered, but the area has already been developed with industrial uses and it is impractical to recover those resources. As such the area has not been identified as a locally important mineral resource.

Therefore, no impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
XI. NOISE — Will the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION (check if the project is located in the Noise Hazard Overlay District ____ or is subject to severe noise levels according to the General Plan Noise Element __):

XI a) The project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, because the project will be conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the proposed uses.

The proposed warehouse facility will not expose persons to or generate noise levels in excess of standards established by the County for the IR Zone. The project site is currently used by two tenants; one is a firm that stores and maintains heavy construction equipment, the other stores construction material. Noise generated by the existing uses are intermittent and related to movement of material and equipment around the site as well as hauling equipment and material to and from the site. The proposed project will also generate similar industrial noise related to traffic and movement of trailers around the site. It is anticipated that increased traffic along Calabash will increase ambient noise levels, however, it is anticipated that these trips are typical of industrial uses. There is also a similar size and type warehouse building approved on the site immediately south of the project site.

XI b) The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project will be conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed uses. Any ground borne vibration will be limited to construction activities associated with the placement of the building footings and building construction. If vibration does occur it will be temporary and intermittent, and will occur during normal daytime working hours.

- XI c) The project will not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, because the project will be conditioned to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the project.

Noise associated with the proposed project will be typical of a warehouse facility as allowed in the IR Zone. There will be a non-substantial increase in the amount of noise generated by the proposed project over the existing use, however as stated the warehouse use will be required to meet all applicable conditions of approval for this type of project so no significant adverse impacts are anticipated. Noise associated with the proposed project will be related to operation of the warehouse, including traffic related noise, noise from the loading docks while trailers are being loaded or unloaded, and noise related to trailers being moved around the site for loading. The nearest sensitive receptor to the site is the residential neighborhood approximately 500 feet southeast of the site. Based on the proposed site plan, the nearest noise generator on-site will be approximately 700 feet northwest of the neighborhood and will be the parking area designated for trailers awaiting loading. These trailers will be parked without moving (noise generating) for a number of days. Noise will be generated by tractors hooking up the trailer to move it to the loading dock. This noise will be intermittent and temporary limited to the time it takes to maneuver a trailer into position at the loading dock.

- XI d) The project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, because the project will be conditioned to comply with the noise standards of the County Development Code. Construction activity shall be limited to the hours between 7 AM and 7 PM, each day. Construction equipment is required to be staged away from any surrounding residences.

Other noise that could be generated is associated with employee parking in the front of the building along Calabash Avenue. Noise will typically be generated during shift changes and generally limited to approximately an hour interval as the new shift employees arrive and the completed shift employees depart. This temporary or periodic increase in noise levels is not considered to be a significant impact on sensitive receptors because in either case (moving trailers or changing shifts) the duration will be short. Noise associated with new traffic to/from the site will be typical of noise allowed in the IR Zone. Therefore, no significant impacts are anticipated.

- XI e) The project is not located within an airport land use plan area or within 2 miles of a public/public use airport. The nearest airport is the Ontario International Airport which is located approximately five miles southwest of the project site.
- XI f) The project is not within the vicinity of a private airstrip. There is no private airstrip within two miles of the project site.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required. As a precautionary measure to further reduce any potential for impacts, the following requirement will apply:

- *Noise levels in outdoor patios or recreational areas of the project shall not exceed 65 dBA/CNEL. To meet these criteria, outdoor activity areas will need to be located away from major noise sources and shielded by buildings and structures. [Mitigation Measure XI-a]*

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Significant Impact
XII. POPULATION AND HOUSING — Will the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

- XII a) The project will not induce substantial population growth in an area either directly or indirectly. The project will generate several new jobs and employment opportunities. This may generate a need for housing for new employees. However considering the unemployment rate for the area and the type of jobs generated by the project it is probable that the new jobs will be absorbed by the employment needs of the existing residents in the area.

The project proposes a new warehouse or manufacturing facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate several hundred jobs including warehouse employees and drivers that will be on site in shifts. Employees could be full time or part time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have begun to be developed in the area such that local residents are now able to commute shorter distances to work. The proposed project will likely draw from the local employment base for most of its workers. Therefore, the project should not induce substantial population growth.

- XII b) The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because no housing units are proposed to be demolished as a result of this proposal. The project site is currently used for industrial uses and there are no residential units on site.

- XII c) The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project will not displace any existing housing or existing residents. The project site is currently used for industrial uses and there are no residential units on site.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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XIII. PUBLIC SERVICES —(Clarified 1/9/2004)

a) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XIII a) With the exception of Fire service, the proposed project will not result in any substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including police protection, schools, parks, expansion of sewer lines and service or other public facilities. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

Fire Protection. The project is in the County's San Sevine Redevelopment Project Area and the tax monies from this area will in part provide for the construction of a new County fire station and the acquisition of the necessary equipment and supplies to outfit the new facility. However, the applicant will be required to annex into and participate in a Community Facilities District (CFD) that is designed to provide ongoing staffing for the new local fire station. Without this annexation the project would have a possible significant impact to the long term provision of fire protection services in this area. Therefore, a mitigation measure will be required to have the project site annex into the CFD for the provision of a fire services. This mitigation will reduce the impact to fire services below a level of significance.

Police Protection. Additional police protection is not required as the addition of the project will not change the pattern of uses within the surrounding area and will not have a substantial increase in property to be patrolled as the project site is within an area that is already developed with industrial uses.

Schools. The proposed project is an industrial use and will be required to pay school fees (\$0.35 per square foot of building area) as prescribed by State law prior to the issuance of building permits. No impacts are anticipated.

Parks. The project will not require the construction of any new parks or alteration of any existing parks or cause a decline in the levels of service, which could cause the need to construct new park facilities because is likely that new employees will come from the local work force or will commute to work. No increase in the local population is projected so no impacts to parks are anticipated.

Other Public Facilities. Other public facilities include roads and storm drains maintained by the County of San Bernardino. The applicant will be required to pay development fees for San Sevaire Flood Control and traffic mitigation fees (see Section XV Transportation/Traffic) for improvements to flood control improvements and street improvements. No significant adverse impacts are anticipated.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measure is:

The following mitigation measure shall apply:

CFD Annexation Agreement. *The applicant shall coordinate with County Fire and County Special Districts Department and then submit all materials and fees necessary to initiate an annexation of the project site into the San Bernardino Community Facilities District No. 2002-1 for Fire operations and maintenance funding. This shall include a notarized agreement signed by the property owner of the project site that unconditionally consents to the formation of the O&M CFD for the purpose of financing certain operation and maintenance costs associated with fire protection services. The Maximum Special Tax to be levied shall not exceed \$565 per acre, per annum with a maximum increase of two percent (2%) per annum with a base year of 2002. The owner shall agree to waive any rights to protest and/or to litigate against a) the formation of the CFD and/or b) the levy of any special taxes and agrees to vote in favor of the CFD and any future annexation to the CFD.*
[Mitigation Measure XIII-a1]

CFD Annexation. *The CFD annexation shall be completed prior to occupancy of the building.*
[Mitigation Measure XIII-a2]

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
XIV. RECREATION				
a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- XIV a) This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated, because the project will not generate any new residential units and the impacts generated by the employees of this project will be minimal.

The proposed project is a warehouse facility, however no tenant has been proposed so the number of employees cannot be determined. Typically, new uses such as the proposed use generate several hundred jobs including warehouse employees and drivers working in shifts. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have begun to be developed in the area such that local residents are now able to commute shorter distances to work. The proposed project will likely draw from the local employment base for most of its workers, or workers will commute from other communities. Therefore, the project should not induce substantial population growth that will increase the use of parks in the area or in the region.

- XIV b) This project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities.

The proposed project does not include any recreational facilities or require the construction or expansion of existing facilities. As stated in XIV.a, the project should not induce substantial population growth such that increased use of recreational facilities will occur.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Significant Impact
XV. TRANSPORTATION/TRAFFIC — Will the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

XV a) The project may cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. A Traffic Impact Analysis (TIA) entitled *County of San Bernardino Calabash Industrial Facility Traffic Impact Analysis* was prepared by Kunzman Associates in June 2004.

BACKGROUND The County of San Bernardino General Plan Circulation Element identifies a level of service (LOS) of C or better to be acceptable. LOS is the measurement of the average total delay per vehicle calculated in seconds. For LOS C, the delay at a signalized intersection is between 20 and 35 seconds, and for an unsignalized intersection between 15 and 25 seconds. An LOS of D or greater, will mean that the intersection was deficient, that is, delays will be unacceptable and mitigation measures to bring the LOS back to C or better will be required.

EXISTING CONDITIONS. The TIA concluded that under existing conditions, area intersections operate at LOS C or better except for the following intersections:

- Calabash Avenue (NS) at San Bernardino Avenue (EW);
- Banana Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW), and
- Cherry Avenue (NS) at Valley Boulevard EW).

[Note: parentheses contain the direction of the street (i.e., NS means north/south)].

For existing traffic conditions, a traffic signal appears to be warranted at the intersection of Calabash Avenue and San Bernardino Avenue.

FUTURE CONDITIONS. The TIA also considered future traffic with and without project traffic for Opening Year (2006) and the Horizon Year (2030) identified in the County's Coongestion Management Plan.

Opening Year – in 2006 without the proposed project, future traffic volumes will warrant traffic signals at the following intersections:

- Banana Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW)

Also in 2006 without the project, the following study area intersections are projected to operate at LOS D to F during the evening peak hour without improvements:

- Calabash Avenue (NS) at San Bernardino Avenue (EW);
- Banana Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW), and
- Cherry Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW).

With project traffic included, the same intersections will operate at less than acceptable levels, however, no new intersections are projected to be deficient with contribution of project traffic.

Horizon Year – in 2030 without the proposed project, traffic the following intersections are projected to operate at LOS D to F:

- Calabash Avenue (NS) at San Bernardino Avenue (EW);
- Banana Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW), and
- Cherry Avenue (NS) at San Bernardino (EW) and Valley Boulevard (EW).

In 2030 the LOS at these intersections will remain deficient and one additional intersection will be deficient due to ambient growth (including the proposed project) in the region. This intersection is:

- Commerce Drive (NS) at Valley Boulevard (EW)

The traffic study concluded that the peak hour traffic generated by the proposed warehouse will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. As a result of the increase in the number of vehicle trips, the volume to capacity ratio on roads, and the congestion level at intersections is above the planned thresholds for those facilities. Therefore, a fair share contribution toward the construction of the required mitigation measures is proposed to fund the construction of facilities that will increase the capacity of the road and thereby reduce the impact below a level of significance.

- XV b) After construction of specified improvements, the project will not exceed, either individually or cumulatively, a level of service [LOS] standard established by the county congestion management agency for designated roads or highways, because County Public Works – Traffic Division has reviewed the traffic generation of the proposed project and anticipates that traffic service will be remain at an LOS of “C” or better once the mitigation measures have been implemented, as required by the County General Plan.
- XV c) The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, because there are no airports in the vicinity of the project and there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed. The proposed project will not have an impact on air traffic. The nearest airport to the project site is the Ontario International Airport located approximately five miles southwest of the site.

- XV d) The project will not substantially increase hazards due to a design feature or incompatible uses, because the project site is adjacent to established roadways that are accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses. The project's proposed access points will not substantially increase traffic hazards. The TIA recommends that project traffic should have full access to the site from Calabash Avenue and restricted access from San Bernardino Avenue. On-site improvements and circulation improvements adjacent to the site will ensure adequate circulation within the project itself.
- XV e) The project will not result in inadequate emergency access, because there are a minimum of two access points. The project site will be designed to accommodate emergency vehicles and provide the necessary internal road widths to provide adequate emergency access. The applicant is required to prepare a Business Emergency/Contingency Plan that shows how emergency vehicles will access the site and various components of the building. This Plan will be reviewed and approved by the County Fire Marshall. Therefore, impacts will be less than significant. See discussion under VII.g in Section VII, Hazards and Hazardous Materials.
- XV f) The project will not result in inadequate parking capacity, because the project is requesting a major variance to the County parking standards to implement the large warehouse parking standard recently adopted and implemented by the County for similar uses in the adjacent Kaiser Commerce Center.

The proposed project will provide adequate parking for employees as well as trailers that will be parked on-site. The applicant believes that adequate employee parking can be provided on-site even though he is requesting a parking variance. A revision to the parking requirements in the Kaiser Commerce Center Specific Plan immediately west of the project site demonstrates that parking for large industrial warehouse buildings can be significantly reduced. The parking calculations in the Kaiser Commerce Center Specific Plan are 1 space per 200 square feet of office space and 1 space per 1,000 square feet of warehouse space for the first 40,000 square feet and 1 space per 4,000 square feet thereafter. Table 2 shows the number of parking spaces that will be required and the number proposed based on the Kaiser Commerce Center Specific Plan.

Table 2
Required and Proposed Parking

	Required	Proposed
Office	90	90
Warehouse	<u>574</u>	<u>184</u>
Subtotal	664	274
Handicapped	<u>16</u>	16
Total	<u>680</u>	290

Proposed Parking is proposed based on the parking requirements
Required on adjacent property in the Kaiser Commerce Center Specific Plan:
18,000 sq. ft. office @ 1space/200 sf = 90;
First 40,000 @ 1space/1000 sf = 40; and
Remaining 533,550 sq. ft of Warehouse @ 1space/4000 sf = 143 parking spaces
Total parking required under this regulation is 264 spaces.
Therefore the project is proposing 26 parking spaces more than required on
adjacent properties with the same or similar use.

- XV g) The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks), because these will be required to be installed, where necessary, as conditions of approval. The bus turnouts near the project site along San Bernardino Avenue may need to be relocated in coordination with Omni-trans to better provide mass transit access to the Calabash facilities. The project will not conflict with bike lanes as there are none designated along either street. The project site has adequate area to develop bike racks between the employee parking lot and the building. Therefore, there is no conflict with adopted, plans or programs supporting alternative transportation.

Possible significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts. The following mitigation measures have been established to reduce impacts as much as possible and will be required as conditions of project approval. Mitigation measures include both on-site and off-site improvements whose costs will be born by the applicant, as well as other off-site improvements that will be shared by others with the applicant paying the project's fair share, as determined in the TIA. The County Traffic Division has not approved the Traffic Impact Analysis. Therefore the proposed mitigation measures may be modified and additional mitigation may be proposed by the EIR. Some impacts may remain above a level significance. The required mitigation measures are:

On-Site Improvements

- *Site distance of each project access shall be reviewed with respect to Caltrans/County of San Bernardino standards in conjunction with the preparation of final grading, landscape and street improvement plans.*
- *On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.*
- *The project site shall provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.*

Off-Site Improvements – Required Construction

- *The applicant shall improve San Bernardino Avenue from the east project boundary to Calabash Avenue at its ultimate half-section width as a Major divided Highway including landscaping and sidewalks if required in conjunction with development.*
- *The applicant shall improve Calabash Avenue from the San Bernardino Avenue to the south project boundary at its ultimate half-section width (i.e. 40' half width with 32' of paving to the curb face), including landscaping and sidewalks if required in conjunction with development.*

***Traffic Mitigation Fee.** Prior to the issuance of building permits the developer shall deposit a fee yet to be determined by the Public Works Department as the fair share contribution for the future installation of the following traffic improvements and to mitigate the impacts of this project upon regional traffic. [Mitigation Measure XV-a & b]*

Off-Site Improvements – Fair Share Contribution

Applicant to pay a fair share cost for improvements to intersections and roadways as shown in the following table:

DRAFT - FAIR SHARE FEES HAVE NOT YET BEEN APPROVED BY COUNTY TRAFFIC - DRAFT

Intersection/Segment	Improvement	Fair Share
Commerce Drive (NS) at Valley Boulevard (EW)	Construct an Additional EB Through Lane (\$14,885
Calabash Avenue (NS) at San Bernardino Avenue (EW)	Install a Traffic Signal ¹	\$48,040
Banana Avenue (NS) at: San Bernardino Avenue (EW) Valley Boulevard (EW)	Install a Traffic Signal ¹ Install a Traffic Signal ¹	\$39,384 \$14,401
Cherry Avenue (NS) at: San Benrardino Avenue (EW) Valley Boulevard (EW)	Construct a NB Right Turn Lane Construct an Additional SB Left Turn Lane Construct an Additional EB Left Turn Lane ¹ Construct an Additional NB Left Turn Lane Construct NB Right Turn Lane with Overlap ¹ Construct SB Right Turn Lane Construct Additional EB Through Lane ¹ Construct a WB Right Turn Overlap Traffic Signal Phasing Modification ¹	\$10,043 \$14,053
DRAFT TOTAL ONLY	FINAL AMOUNT TO BE DETERMINED	\$140,806

1. Needed for Opening Year (2006) traffic conditions. [Mitigation Measure XV-a-b]

***Internal Circulation.** The Calabash Avenue access driveways shall provide full 2-way access and the San Bernardino Avenue access driveways shall be restricted to allow right turn in/out and left turn in only. [Mitigation Measure XV-d]*

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS —				
Will the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION:

- XVI a) The proposed project does not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Santa Ana Region, as determined by County Public Health – Environmental Health Services. There is an existing sewer line in Calabash Avenue that can accommodate the proposed project through the City of Fontana (the agency serving the area). The City has indicated in a “Will Serve” letter dated April 1, 2004, that there is sufficient capacity to provide sewer services to the project. Since the site is not within the City limits, the applicant will be required to have a pre-annexation agreement with the City and LAFCO will need to review the out of service area connection.
- XVI b) The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, as there is sufficient capacity in the existing system for the proposed use. The Fontana Water Company is the water service provider in the area and will serve the site. The company has indicated that there is adequate line and storage capacity to serve the site without requiring expansion of existing facilities. Likewise, the City of Fontana Public Services Department is the local sewer service provider and has indicated that the City is able to provide sewer service to the site. The applicant will connect to the City of Fontana sewer system through a pre-annexation agreement between the parties and LAFCO will need to review the out of service area connection. No significant impact will occur.

- XVI c) The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects, as County Public Works has determined that either there is sufficient capacity in the existing storm water system to absorb any additional stormwater drainage caused by the project or has required facilities to be constructed as a part of this project. Any drainage facility construction that is required is included in this environmental review and this review has required appropriate mitigation measures if necessary. The proposed project includes on-site drainage features including a detention basin along the western boundary of the site, adjacent to the existing Mulberry Avenue right-of-way and drainage channel. The site has been designed to detain stormwater flows then release them into the existing channel. Therefore, no expansion of existing storm drain facilities off-site will be required.
- XVI d) The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources, as the local water purveyor has given assurance of such water service. The Fontana Water company has indicated that the project site is within the service area of that company and adequate lines and storage capacity exist to supply the site. Therefore, water supplies are sufficiently available in the area and no new or expanded entitlements are required.
- XVI e) The proposed project has a determination from the wastewater treatment provider serving the project that it has adequate capacity to serve the projected demand for the project in addition to the provider's existing commitments. The City of Fontana Public Services Department is the local sewer service provider and has indicated that the City is able to provide sewer service to the site. The applicant will connect to the City of Fontana sewer system through a pre-annexation agreement between the parties. No significant impact will occur.
- XVI f) The proposed project is served by the Mid-Valley landfill which has sufficient permitted capacity to accommodate the project's solid waste disposal needs in the landfill until 2033. Solid waste that will likely be generated by the proposed project will consist of packing materials and related waste generated by a warehouse as well as solid waste associated with office uses. None of these are likely to be hazardous and so will be disposed of at a County municipal landfill. The County of San Bernardino is the landfill operator in the County and operates three landfills in the Valley area. All three landfills have remaining capacity and the Mid-Valley facility has been expanded to accommodate growth in the West Valley area of the County for an additional 35 years.
- XVI g) The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE—

- | | | | | |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION:

- XVII a) The project does not appear to have the potential to significantly degrade the overall quality of the region’s environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction the project, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds. The proposed project will not have a significant impact on plant or wildlife species according to the Biological Resources Survey Report prepared for the project. Because the site will drain into the Mulberry drainage channel, the applicant must enter into a streambed alteration agreement with the CDFG under Section 1600 of the Fish and Game Code. In addition, although it is unlikely that historic, archaeological or paleontological resources will be found on site, due to past uses, including agriculture, mitigation measures have been identified in the event that resources are uncovered. Potential impacts can be mitigated to less than significant levels through consultation with CDFG on streambed issues, and adherence to mitigation measures for the recovery of resources for Cultural resources.
- XVII b) The project does have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project will add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. Potentially significant impacts were identified in the Air Quality Section and Transportation/Traffic Section of the Initial Study. These impacts must be evaluated in an EIR. As part of the environmental evaluation, the EIR must consider whether those impacts that are cumulatively significant when considered with other reasonably foreseeable projects in the vicinity of the project site.

- XVII c) The project may have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, after such impacts are mitigated as recommended by the studies prepared for this project or identified by review of other sources or by other agencies.

Adverse effects to humans identified in the Initial Study are related to air quality (project mobile emissions). Potential air quality impacts shall be addressed within the EIR. Only minor increases in traffic and noise will be created by implementation of the proposed project. These potential impacts have been thoroughly evaluated and have been deemed after implementation of mitigation measures to be neither individually significant nor cumulatively considerable in terms of any adverse affects upon the region, the local community or its inhabitants. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval, provided the following mitigation measures are implemented.

Mitigation Measures listed below will reduce all potential inpacts to a level below significance except Air Quality, Transportation/Traffic, and Cumulative Impacts. For reason set forth in this document, the proposed project will still have the potential to significantly impact the environment in the areas of Air Quality (Section III), Transportation/Traffic (Section XV) and Cumulative Impacts (Section XVII). These potentially significant impacts will be evaluated in a Focused EIR.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

SELF MONITORING MITIGATION MEASURES: (Condition compliance by existing procedure)

Sign Lighting. All signs proposed by this project may only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or by an alternating lighting system that changes no more than once per hour. The glare from the luminous source shall not exceed one-half (0.5) foot-candle at property line. [Mitigation Measure I - d1]

Lights. Lighting sources shall be shielded, diffused, or indirect in order to avoid glare to pedestrians and motorists. Lighting fixtures should be selected and located to confine the area of illumination to within the site boundaries. Shields provided for security lights shall be painted to match the surface to which the fixture is attached. Exterior lights shall be used to accent entrances and special features. All illumination elements shall have controls to allow their selective use as an energy conservation measure. The height and shielding of lighting standards shall provide proper lighting without hazard to drivers or nuisance to residents, and the design of lighting standards shall be of a type appropriate to the development. [Mitigation Measure I – d2]

Air Quality - Energy Conservation Site Design. The developer shall incorporate where feasible the following design and operational elements to the satisfaction of County Planning:

- *Provide for the use of alternative energy resources (e.g. passive lighting, heating, ventilation and cooling)*
- *Provide on-site employee services (e.g. cafeterias childcare, postal machines, automated teller, etc.)*
- *Provide on-site sidewalks and bicycle paths and participate in off-site pedestrian/bicycle trails to promote employee commuting to work by either walking or bicycling.*
- *Provide bicycle racks, storage facilities, showers and lockers to support bicycle or pedestrian travel mode.*
- *Provide on-site or off-site bus turnouts, passenger benches or shelters to promote mass transit use.*
- *Health Risk Assessment shall be prepared for any subsequent development that proposes land uses that contain sensitive receptors (per SCAQMD) to demonstrate that a significant health risk will not be posed*
- *All new and modified stationary sources of emissions shall be subject to SCAQMD Regulation XIII, New Source Review. Through the implementation of these rules, new and modified stationary sources shall be required to install Best Available Control Technology and offset any new emissions such that there is no net gain in emissions within the air basin. [Mitigation Measure III b-1]*

Air Quality - Fugitive Dust Mitigation. Prior to the issuance of grading permits, the developer shall submit to the satisfaction of both County Planning and County Building and Safety, a Dust Control Plan (DCP) consistent with SCAQMD guidelines. The purpose of this plan is to minimize the amount of fugitive dust generated during construction operations both on-site and off-site. The DCP shall be referenced on the grading plan and in all contracts with construction contractors and subcontractors. The developer is responsible to implement the DCP to the satisfaction of both County Planning and County Building and Safety. Such activities shall include:

- *Exposed piles of soil with 5 percent or greater silt content shall be either covered, kept moist through watering (twice daily minimum). Storage piles that are to be left in place for more than three working days shall either be covered with plastic, revegetated or sprayed with a non-toxic soil binder per specifications.*
- *Water spraying shall be used during grading operations to control fugitive dust.*
- *Apply water three times daily or apply non-toxic soil stabilizers to all unpaved parking or staging areas and any unpaved road surfaces.*
- *Tires of vehicles shall be washed before the vehicle leaves the project site to enter a paved road.*
- *Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.*
- *Streets shall be swept with a street sweeper/washer at the end of the day if visible soil material is carried onto adjacent public paved roads, preferably with sweepers using reclaimed water.*
- *All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard between top of the load and the top of the trailer as specified by CVC Section 23114.*

- *Traffic speeds on all unpaved on-site roads shall be 15 miles per hour (mph) or less.*
- *During high wind conditions (wind speeds exceeding 25 mph) areas with disturbed soil shall be watered hourly.*
- *Suspend all excavation and grading operations when wind speeds exceed 25 mph.*
- *Monitor particulate emissions according to SCAQMD procedures.*
- *Implement SCAQMD fugitive dust palliation strategies.*
- *Hydroseed all inactive disturbed construction areas (graded areas inactive for ten days or more) with a grass mixture timed with winter rains or apply a degradable soil binding additive to the surface of the soil as an interim erosion control measure until favorable rain conditions prevail. [Mitigation Measure III b-2]*

Air Quality – Contractor Agreement. *Prior to issuance of grading permits, the developer shall submit written verification to the satisfaction of County Planning that all construction contracts and subcontracts for the project contain provisions that require compliance with these standards and requirements..*

- *During construction.* *Each contractor and subcontractor shall implement the following, whenever feasible:*
- *All appropriate SCAQMD regulations including 402, 403, 1113 and 1403.*
 - *The approved Dust Control Plan (DCP) submitted with the Grading Plans.*
 - *Suspend use of all construction equipment operations during second stage smog alerts. [For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).]*
 - *Suspend all excavating and grading operations when wind speeds exceed 25 mph.*
 - *Provide temporary traffic control (e.g. flag person), during all phases of construction.*
 - *Provide on-site food service for construction workers.*
 - *Construction Vehicle Requirements* : 1) *Prohibit truck idling in excess of 10 minutes and turn off all engines when not in use,* 2) *Apply 4-6 degree injection timing retard to diesel IC engines* 3) *Use reformulated low-sulfur diesel fuel in equipment* 4) *Use low-NOx engines, alternative fuels and electrification.* 5) *Substitute electric and gasoline-powered equipment for diesel-powered equipment.* 6) *Use catalytic converters on gasoline-powered equipment,* 7) *Minimize concurrent use of equipment through equipment phasing* 8) *wash truck wheels before trucks leave construction site and* 9) *All trucks hauling materials off-site shall be covered.*
 - *Provide documentation prior to beginning construction demonstrating that the project proponents will comply with all SCAQMD regulations including 402, 403, 1113 and 1403.*
 - *Suspend use of all construction equipment operations during second stage smog alerts. For daily forecast, call (800) 367-4710 (San Bernardino and Riverside counties).*
 - *Suspend all excavating/grading operations when wind speeds (instantaneous gusts) exceed 25 mph.*
 - *Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas that are inactive for ten days or more).*
 - *Enclose, cover, water twice daily or apply non-toxic soil binders according to manufacturers' specifications, to exposed piles (i.e., gravel, sand, and dirt) with 5% or greater silt content.*
 - *All trucks hauling materials off-site shall be covered. CVC Sec. 23114.*
 - *On paved roads a) Sweep streets at the end of the day if visible soil material is carried onto adjacent public paved road (water sweepers with reclaimed water) and at the conclusion of construction*
 - *Install adequate storm water control systems to prevent mud deposition onto paved areas.*
 - *All construction equipment shall be maintained in good operating condition to reduce operational emissions*
 - *Sweep public streets at the conclusion of construction work*
 - *Install adequate storm water control systems to prevent mud deposition onto paved areas;*
 - *Apply non-toxic soil stabilizers or water as needed to keep the following areas damp:*
 - 4) *all unpaved parking, road and staging areas (three times daily).*
 - 5) *Finished graded surfaces once every two hours.*
 - 6) *Unpaved roads traveled by construction vehicles (autos and trucks) – 2 times per hour.*
- [Mitigation Measure III b-3]*
- *Coating Application Requirements.* *To minimize the quantity of Reactive Organic Gases produced from architectural coating application the contractor shall: (1) Not use Architectural coatings with ROG content greater than 100 g/l, (2) High-Volume, Low Pressure (HVLP) spray guns will be used to apply, (3) Architectural coating*

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volume shall not exceed the significance threshold for ROG, which is 75 lbs./day and (4) the combined volume of architectural coatings and asphalt paving applied daily during construction will be reduced, so that the combined total does not exceed the significance threshold for combined ROG, during construction which is 75 lbs./day [Mitigation Measure III b-4]

- *Alternate Transportation Facilities.* *Prior to the issuance of building permit, the developer shall submit to County Planning a gasoline vehicle mileage reduction plan through the inclusion of onsite childcare, bus stops, car pool incentives, facilities for alternate fuel vehicles, bicycles, motorcycles, etc. The developer proponent shall: (1) construct on-site or off-site bus turnouts, passenger benches or shelters in coordination with Omnitrans; (2) construct on-site bicycle and motorcycle facility improvements and include bicycle and motorcycle parking facilities, such as designated parking areas, bicycle lockers and racks; and (3) construct on-site pedestrian improvements, as (e.g. sidewalks and pathways) that do not exceed 8.33% grade. These pathways shall have curb cuts for the handicap and provide a safe continuous pedestrian circulation system from all public streets and parking lots to all building entries. There shall also be a continuous path of travel between each of the buildings and between the buildings and the street. [Mitigation Measure III b-5]*
- *Trip Reduction.* *Consistent with SCAQMD Rule 2202, any businesses on site employing more than 250 permanent employees will establish a program to encourage reduction in vehicle emissions associated with employee vehicle trips. A copy of the plan shall be submitted to County Planning for review. [Mitigation Measure III b-6]*
- *TDM Program.* *Companies employing 100 or more persons are required at the time of occupancy, shall implement a Transportation Demand Management (TDM) program. The TDM program shall be reviewed and modified over the life of the project to take advantage of new opportunities, such as the expanding regional rail system. Potential measures may include: (1) a central ridesharing office under direction of a Transportation Coordinator to provide one-stop commute service; (2) personalized rideshare matching; (3) employer-operated or employee-owned vanpool service; (4) guaranteed ride home; (5) preferential parking locations for carpools and vanpools; (6) on-site sale of transit passes and distribution of schedule information; (7) safe and secure bicycle storage areas; (8) coordination with Omnitrans to further enhance service to the site; (9) promotional programs, including direct involvement of upper-level employer management to show the commitment to the program; and (10) adjustable work hours to allow employees to participate in ridesharing arrangements or reduce the number of days per week each employee commutes. [Mitigation Measure III b-7]*

Archaeological, Paleontological and Historical Resources. *If archaeological, paleontological and/or historical resources are uncovered during ground disturbing activities, all work in that area shall cease. A qualified expert (e.g. archaeologist or paleontologist), as determined by County Planning in consultation with the County Museum shall be hired to record the find and recommend any further mitigation. If human remains are uncovered during ground disturbing activities, the San Bernardino County Coroner shall be contacted within 24 hours of the find and all work shall halt until clearance is received. If the remains are determined to be of Native American origin, the local Native American representative shall be notified. [Mitigation Measure V a-d].*

Noise Levels. *Noise levels in outdoor patios or recreational areas of the project shall not exceed 65 dBA/CNEL. To meet these criteria, outdoor activity areas will need to be located away from major noise sources and shielded by buildings and structures. [Mitigation Measure XI-a]*

CFD Annexation Agreement. *The applicant shall coordinate with County Fire and County Special Districts Department and then submit all materials and fees necessary to initiate an annexation of the project site into the San Bernardino Community Facilities District No. 2002-1 for Fire operations and maintenance funding. This shall include a notarized agreement signed by the property owner of the project site that unconditionally consents to the formation of the O&M CFD for the purpose of financing certain operation and maintenance costs associated with fire protection services. The Maximum Special Tax to be levied shall not exceed \$565 per acre, per annum with a maximum increase of two percent (2%) per annum with a base year of 2002. The owner shall agree to waive any rights to protest and/or to litigate against a) the formation of the CFD and/or b) the levy of any special taxes and agrees to vote in favor of the CFD and any future annexation to the CFD. [Mitigation Measure XIII-a1]*

CFD Annexation. *The CFD annexation shall be completed prior to occupancy of the building.
[Mitigation Measure XIII-a2]*

On-Site Improvements

- *Site distance of each project access shall be reviewed with respect to Caltrans/County of San Bernardino standards in conjunction with the preparation of final grading, landscape and street improvement plans.*
- *On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project.*
- *The project site shall provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.*

Off-Site Improvements – Required Construction

- *The applicant shall improve San Bernardino Avenue from the east project boundary to Calabash Avenue at its ultimate half-section width as a Major divided Highway including landscaping and sidewalks if required in conjunction with development.*
- *The applicant shall improve Calabash Avenue from the San Bernardino Avenue to the south project boundary at its ultimate half-section width (i.e. 40' half width with 32' of paving to the curb face), including landscaping and sidewalks if required in conjunction with development.*

Traffic Mitigation Fee. Prior to the issuance of building permits the developer shall deposit \$140,806 to the Public Works Department as the fair share contribution for the future installation of the following traffic improvements and to mitigate the impacts of this project upon regional traffic. [Mitigation Measure XV-a & b]

Off-Site Improvements – Fair Share Contribution

Applicant to pay a fair share cost for improvements to intersections and roadways as shown in the following table:

Intersection/Segment	Improvement	Fair Share
Commerce Drive (NS) at Valley Boulevard (EW)	Construct an Additional EB Through Lane	\$14,885
Calabash Avenue (NS) at San Bernardino Avenue (EW)	Install a Traffic Signal ¹	\$48,040
Banana Avenue (NS) at: San Bernardino Avenue (EW) Valley Boulevard (EW)	Install a Traffic Signal ¹ Install a Traffic Signal ¹	\$39,384 \$14,401
Cherry Avenue (NS) at: San Bernardino Avenue (EW) Valley Boulevard (EW)	Construct a NB Right Turn Lane Construct an Additional SB Left Turn Lane Construct an Additional EB Left Turn Lane ¹ Construct an Additional NB Left Turn Lane Construct NB Right Turn Lane with Overlap ¹ Construct SB Right Turn Lane Construct Additional EB Through Lane ¹ Construct a WB Right Turn Overlap Traffic Signal Phasing Modification ¹	\$10,043 \$14,053
TOTAL		\$140,806

1. Needed for Opening Year (2006) traffic conditions. [Mitigation Measure XV-a-b]

Internal Circulation. The Calabash Avenue access driveways shall provide full 2-way access and the San Bernardino Avenue access driveways shall be restricted to allow right turn in/out and left turn in only. [Mitigation Measure XV-d]

MITIGATION MEASURES SUBJECT TO A MITIGATION MONITORING AND REPORTING PROGRAM:

(Condition compliance requires an independent verification process)

All listed mitigation measures are self- monitoring and there will be no requirement for a Mitigation Monitoring and Reporting Program.

Additional Mitigation Measures may be identified in the EIR and a Mitigation Monitoring Plan will be prepared.

REFERENCES (List author or agency, date, title)

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources, Bulletin #118 (Critical Regional Aquifers), 1975.

CEQA Guidelines, Appendix

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino Development Code, revised 2002

County of San Bernardino General Plan, *County of San Bernardino General Plan*.adopted 1989, revised 2004
Environmental Impact Report, San Bernardino County General Plan, 1989

County of San Bernardino Hazard Overlay Maps

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County of San Bernardino, June 2004, *San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

South Coast Air Quality Management District, CEQA Air Quality Handbook, November 1993

PROJECT SPECIFIC STUDIES:

Chambers Group, May 2004, *Biological Reconnaissance Survey Calabash Industrial Facility in Unincorporated San Bernardino County, California*.

Kunzman Associates, June 15, 2004, *County of San Bernardino Calabash Industrial Facility (Alternative 2) Traffic Impact Analysis*.

Lilburn Corporation, November, 2004, *Air Quality Analysis for the Calabash Industrial Building*.

NorCal Engineering, May 18, 2004, *Geotechnical Engineering Investigation, Proposed Calabash II Industrial Development Southwst Corner of Calabash Avenue and San Bernardino Avenue, Fontana, California*.

PSI, Inc., May 14, 2004, *Phase I Environmental Site Assessment for the Calabash II Property, 9774 Calabash Avenue, San Bernardino County, California, 92335*.